

STREET SMART

January 7, 2004

Governments
SANBAG
Working Together

Meeting Summary of the SANBAG Board of Directors

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■ SANBAG contributes to Maglev preliminary engineering

The Maglev train system moved a step closer to reality when the SANBAG Board of Directors voted to contribute \$236,734 toward the cost of preliminary engineering for this new technology that is proposed to operate between Ontario and west Los Angeles.

SANBAG joined the City of Ontario -- which has contributed \$200,000 -- in generating the local match required for a \$2.5 million federal grant that the Southern California Association of Governments (SCAG) is seeking. The San Gabriel Valley and the City of Los Angeles also are being asked to add to the match.

SCAG has been studying the feasibility of a Maglev system since 1998. In December 2002, SCAG's Regional Council approved an "initial operating segment" that would connect west Los Angeles to Ontario International Airport and accommodate up to 200,000 riders per day. This approval of an initial segment constitutes Phase 1 of the Maglev project. Phase 2 will be preliminary engineering. Phases 3 and 4, which are dependent upon available funding, will include study of financing options and federal environmental clearances.

The Maglev technology uses powerful magnets to propel trains at speeds of 200 miles per hour. The goal is to connect southern California activity centers to reduce traffic, air pollution, noise and other effects of growth.

SCAG is studying three future Maglev segments: LAX to March Air Base, LAX to Palmdale and Union Station to Orange County. If realized the full 275-mile network could transport 500,000 riders per day.



High-speed Maglev technology may be in southern California's future. These trains can move passengers and cargo with a high degree of safety, comfort and reliability, SCAG says.

■ Board submits comments on Draft Regional Transportation Plan

With six million new residents, a doubling of port cargo and a tripling of air cargo expected in the southland by 2030, the Southern California Association of Governments has faced the challenge of preparing a new Regional Transportation Plan for adoption this April.

A draft RTP was released in October, and the public comment period for the plan will end January 16. This transportation blueprint calls for future mobility levels and system conditions to remain nearly the same as the present, despite the dramatic increase in population and cargo that are projected. SCAG adopts a new plan every three years.

After reviewing the plan, SANBAG asked that further study be given to the following areas:

- Transportation financing options
- Project selection and scheduling
- Freight movement projects and strategies
- Trip reduction and demand management (non-motorized modes, ridesharing, traveler information, park & ride lots, telecommuting)
- Aviation
- Maglev
- Land-use and growth visioning
- Environmental quality

Down the Road ...

- Jan. 14: Administrative Committee, 9 a.m.; Commuter Rail Committee, 12 noon
- Jan. 15: Major Projects Committee, 9 a.m.
- Jan. 16: Mountain-Desert Committee, 9 a.m.
- Jan. 21: Plans & Programs Committee, 12 noon



Next stop ... Santa Fe Depot

Stay tuned for SANBAG's move to the historical Santa Fe Depot, located near Mt. Vernon Avenue and 3rd Street in San Bernardino. The restoration of this working train station is nearly complete, and plans call for SANBAG to relocate in March.

State Route 210 construction in Rialto moving at strong pace SANBAG's largest Measure I freeway project is well underway

Drainage systems, utility relocation, street improvements, sound walls, bridges and safety education have been the focus during the first six months of construction of State Route 210 in Rialto. Construction of the final eight miles of this 28.2-mile freeway project has been steady, and SANBAG and Caltrans are gearing up for additional work in the next six months.

Route 210 is the largest project funded in part by Measure I, San Bernardino County's half-cent sales tax for transportation improvements. Adopted by voters in 1989, Measure I has provided funding for freeway, street, passenger rail and transit improvements countywide. With uncertain budgetary times in Sacramento and Washington, Measure I is more important than ever in keeping transportation on track. Measure I generates local funding for local projects; these dollars remain in San Bernardino County and cannot be suspended by state or federal action. This month's issue of *Measuring Success* examines Route 210 construction progress and what to expect during the coming months.

Drainage Systems

The Cactus Channel storm drain system is an important feature of the Route 210 construction. The channel, which is designed to withstand a 100-year flood, will divert water from the freeway during rainy weather and help improve drainage of city streets that now are prone to flooding. The new channel is being built primarily north of the freeway, then will head south to an outlet near Easton Street. Contractors expect to complete the 1.5-mile channel this fall. Other smaller storm drain improvements are being built to ensure proper freeway drainage.

Utility Relocation

The relocation of utility lines is another key step in the project. SANBAG, Caltrans and Rialto staff have been working with gas, electric, telephone, cable, water and sewer companies to move lines as needed.



The relocation of telephone, gas and other utility lines is a significant part of the Route 210 construction project.

Street Improvements

To prepare for construction activity, contractors have extended some streets and closed others near the future freeway. A significant change was the closure in early October of a 3.5-mile section of Highland Avenue, and the opening of the new Easton Street for improved east-west mobility. New roads to divert vehicles from the intersection of Highland and Riverside Avenue opened December 19.

Later this month, contractors will start widening sections of Baseline and Ayala Drive to two lanes in each direction. New traffic signals will be installed along these streets to prepare for the detour of vehicles from Highland Avenue.

Sound Walls

Seven sound walls are being built in Rialto. Three walls south of the freeway corridor are complete. A fourth wall south of the freeway and three walls north of the freeway should be completed this winter.

Bridges

Construction is nearing the final stages on freeway bridges at Alder Avenue and Locust Avenue. The Alder bridge is expected to open in late January, and the Locust bridge in late February. Once these bridges are completed, work will begin on the Linden Avenue bridge. Work is expected to start next month on the bridges at Ayala Drive and Riverside Avenue. All of these bridges will allow traffic to cross over the freeway.

Safety Education

As part of its public information and safety program, SANBAG has given presentations to students and parents in the Rialto Unified School District, provided homework packets and other safety materials, posted signs, held community open houses and reminded drivers to be alert and patient when traveling near construction zones.

Looking Ahead

SANBAG plans to award a contract mid-year for "mainline work" -- the excavation, grading, lane paving, ramp construction, striping, electricity, sign installation and lighting, as well as further bridge construction. This contract will include work in both Rialto and San Bernardino. Award of the approximately \$90 million contract is contingent upon a federal biological opinion.

